

Subject:

1. Inspecting the elevator engaging actuator (on the top of the fin) in accordance with the instructions given in the manuals.
2. Editorial corrections in the Flight and Maintenance Manuals.
3. Exchange of the Engine Manual.
4. Replacement of one hose sleeve in the flexible fuel tank system in the wing.

Serial number applicability:

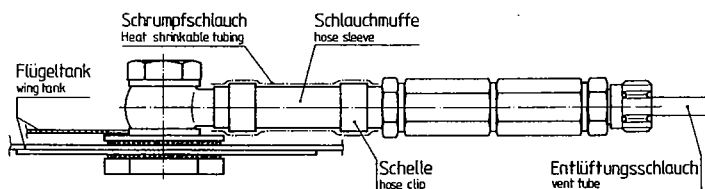
All serial no.s ASH 25 E.
Except that Point 4 does not apply to the following nine serial no.s : 25055, 25059, 25068, 25069, 25082, 25087, 25088, 25106, 25112.

Compliance:

Actions to be accomplished with the next annual C. of A. inspection, but before or on September 30, 1991, at the latest.
Where a glider has had rather long transports in its trailer, the action as per Point 1 must be done prior to the next take-off.

Reason:

- Ad 1.: With the elevator engaging actuator of the ASH 25 one case has been reported where one of the short tube pieces which carry the bearing casing for the elevator hinge pins, developed a crack in the welding seam. This failure was due to the fact that the elevator engaging actuator (on top of the fin) was hold by means of a foam block inside the glider trailer. During the transports in the trailer the vibrations of the trailer top were induced into the elevator engaging actuator, leading to the above fatigue crack on this part. This is particularly critical with rather long road transports.
For s/n 25111 and as of s/n 25120 in the production series a slightly modified version of the elevator engaging actuator is installed as a standard. The drawing 250.48.0011 (99.000.0080) was revised correspondingly (Revision date 22.01.91).
- Ad 3.: The manual for the engine Rotax 275 has had a revision. Valid is now the engine manual with the entry "Revision no.1 dated 22.Jan.91".
- Ad 4.: Some of the flexible wing fuel tank systems use a short hose sleeve made from plastic tube in the vent tube. In course of time this plastic hose sleeve may become leaking and so this item must be replaced by a hose sleeve made from fuel tube (fabric-covered rubber).



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Action:

The following pages in the manuals must be exchanged for new pages with the revision entry "TN 4" and the date "Feb.91" :

Flight Manual pages: 0.2, 0.4, 0.5, 0.6, 2.7, 2.8, 2.11, 2.13, 4.19, 8.5, 8.6, 8.7, 8.8

Maintenance Manual pages: 0.2, 0.4, 0.5, 0.6, 1.6, 2.17, 2.21, 2.22, 2.23, 2.24, 2.37, 5.6, 5.7, 6.3, 6.4, 6.11, 7.5, 7.9, 9.4

The accomplishment of the change to the Manuals must be entered on page 0.2 "Record Of Revisions" in both manuals.

Ad 1.: a) The elevator engaging actuator must be inspected according to the instructions given on Maintenance Manual page 7.5. The same inspection must be repeated from now on during each annual C. of A. inspection.

b) According to the new Flight Manual page 8.5 the glider trailer must also be checked and, where necessary, modified as described on this page. Even with the stick full back, the elevator engaging actuator must not be restricted in its necessary free moving.

Ad 2.: The pages in the manuals must be exchanged.

Ad 3.: The Rotax engine manual must be exchanged.

Ad 4.: On those gliders affected by this Point 4 the flexible wing fuel tanks must be removed from the inner wings following the instructions in Section 2 of the Maintenance Manual and the hose sleeve in the vent tube must be inspected according to the sketch on page 1 of this TN. If the hose sleeve is made from plastic tube, it must be replaced by a sleeve made from fuel tube (fabric-covered rubber). The hose clips must again be coated by heat shrinkable tubing.

Material & drawings:

Ad 1. The relevant drawings are incorporated on the new manual pages; see Flight Manual page 8.5 and Maintenance Manual page 7.5. The production drawing 250.48.0011 (99.000.0080) was revised accordingly (Revision date 22.01.91).

Ad 3.: The new engine manual is supplied as enclosure to this TN.

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Technical Note
No. 4

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Ad 4.: The new hose sleeve made from fuel tube (fabric-covered rubber), the two hose clips and the heat shrinkable tubing can be obtained from Messrs. Schleicher.

Notes:

Ad 1.: The inspection of the elevator engaging actuator must be done by a licensed aviation inspector and certified in the glider's inspection documents and in the log-book. If cracks are found, the part must be replaced prior to the next take-off either by the manufacturer or by a technical aviation service station holding an appropriate license.

Ad 2.: The exchange of the pages in the manuals may be done by a competent person.

Ad 3.: The exchange of the Rotax engine manual may be done by a competent person.

Ad 4.: The replacement of the hose sleeve may be done by a competent person. The accomplishment of this replacement must be certified by a licensed aviation inspector in the glider's inspection documents and in the log-book.

Poppenhausen, February 28, 1991

ALEXANDER SCHLEICHER
GmbH & Co.


Dipl. Ing. Martin Heide

The German original of this Technical Note has been approved by the LBA under the date of June 26, 1991 (signature: SCHMALJOHANN). The translation into English has been done by best knowledge and judgement; in any case the German original is controlling.

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